

PARKING AUTHORITY

OF THE CITY AND COUNTY OF SAN FRANCISCO

25 VAN NESS AVENUE SUITE 410
SAN FRANCISCO, CALIFORNIA 94102

ART AGNOS, Mayor

HEARING REPORT

SPECIAL HEARING OF THE PARKING AUTHORITY
OF THE
CITY AND COUNTY OF SAN FRANCISCO
HEARING OF NECESSITY REGARDING ACQUISITION OF 735 VALLEJO STREET

Monday, August 13, 1990
7:00 p.m.
Commodore Stockton School
950 Clay Street
San Francisco, California 94108

PRESENT:

Commissioners: Darshan Singh, Chairman
Angelo Quaranta, Vice Chairman
Arnold Chin
Dick Grosboll
Sonia Melara

Staff: Rina Cutler, Executive Director,
Department of Parking and Traffic
Phil Chin, Director, Parking Authority
Kevin M. Hagerty, Assistant Director,
Parking Authority
Tim Johnson, Bureau Chief, Department
of Parking and Traffic
Julian Hultgren, Deputy City Attorney
Maryellen Horgan, Department of Parking
and Traffic
Nancy Klapp, Recording Secretary

Guests: Sidney Chan, Chinese Chamber of Commerce
Steve Cornell, District Council of Merchants
Enid Lim, Chinatown T.R.I.P.
Marsha Garland, North Beach Chamber
of Commerce
George Woo, Chinese Six Companies
Walter Pastore, El Matador
Norman Fong, Chinatown Resource Center
Jerry DalBozzo, Calzone's
Annie Chung, NICOS +, Self Help for the Elderly
Burton Lee, Stockton Street Merchants Assoc.
Yvonne Lee, Chinese American Citizens
Alliance

Guests (Cont): Luciano Repetto, North Beach Chamber
of Commerce
Nancy Katz, Telegraph Hill Dwellers
Terry Ow-wing, Committee for Better Parks and
Recreation in Chinatown
Paul Wilcox-Baker
Robert Podesta
Gary Capurro
Harry Quinn, San Francisco Department
of Real Estate
Rose Pak, Chinese Chamber of Commerce
Raymond Barrone
Larry Gambol
Michael Mah, Chinatown T.R.I.P.
Rev. Norman Fong, Chinatown Resource Center
Cheryl Tsiu, KTSF-26
Tim Wong, Chinese Chamber of Commerce
Susan Tang, Asian Mall Supermarket
John Meek, San Francisco Police Department
Chark Lui, Chinese Chamber of Commerce
Landy Dong, Chinatown T.R.I.P.
Tami Fox, North Beach Neighbors
Sidney Hollister, North Beach Neighbors

The Chairman called the meeting to order at 7:09 p.m. and requested the roll be called.

ROLL CALL


The roll call indicated a quorum present.

HEARING OF NECESSITY

The Chairman gave opening remarks describing the Parking Authority's unsuccessful attempts to negotiate the acquisition of the property identified as Assessor's Block 147, Lots 23 and 25 located at 735 Vallejo Street. He gave an explanation of the purpose of the hearing, stating that the hearing is held to determine the public interest and necessity to proceed with eminent domain to acquire property.

CITY ATTORNEY'S COMMENTS

The City Attorney gave a description of the Parking Authority's right to acquire property by eminent domain and outlined the agenda of the hearing.



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STAFF REPORT

The Director, Mr. P. Chin, reported on the need for additional off-street parking in the Chinatown and North Beach Neighborhood Commercial Districts. Mr. P. Chin reported on the need for additional off-street parking, explained the selection of 735 Vallejo Street as the most appropriate site for the facility, reported on support for acquisition of that property and concluded by strongly recommending the adoption of Resolution #1145.

The Staff Report, as presented by the Director, and letters of support follows:



PARKING AUTHORITY

25 VAN NESS AVENUE SUITE 410
SAN FRANCISCO, CALIFORNIA 94102

OF THE CITY AND COUNTY OF SAN FRANCISCO

ART AGNOS, Mayor

Report to Members of

The Parking Authority of the City and County
of
San Francisco

regarding

Acquisition of Block 147 lots 23 and 25
(735 Vallejo Street) in San Francisco
for the purpose of constructing
a Public Parking Facility

August 02, 1990
San Francisco Parking Authority

Philip C. Chin
Director



I. Introduction

This report is provided to you to give a comprehensive overview of the issues regarding acquisition of Block 147 lots 23 and 25 (herein after referred to as "735 Vallejo" or the "subject property") for the purpose of developing a public parking facility.

A resolution (Parking Authority Resolution No. 1145) will be presented to you for consideration and action at a Hearing to be held on Monday, August 13, 1990 beginning at 7:00 pm in the Main Auditorium of the Commodore Stockton Elementary School located at 950 Clay Street in San Francisco.

At this Hearing, a report will be given by the Director of the Parking Authority, followed by comments from the property owners (or their representatives) and other affected members of the public. After consideration of the staff report and comments you will act to either adopt or not adopt a Resolution of Necessity to acquire the subject property by the exercise of eminent domain.

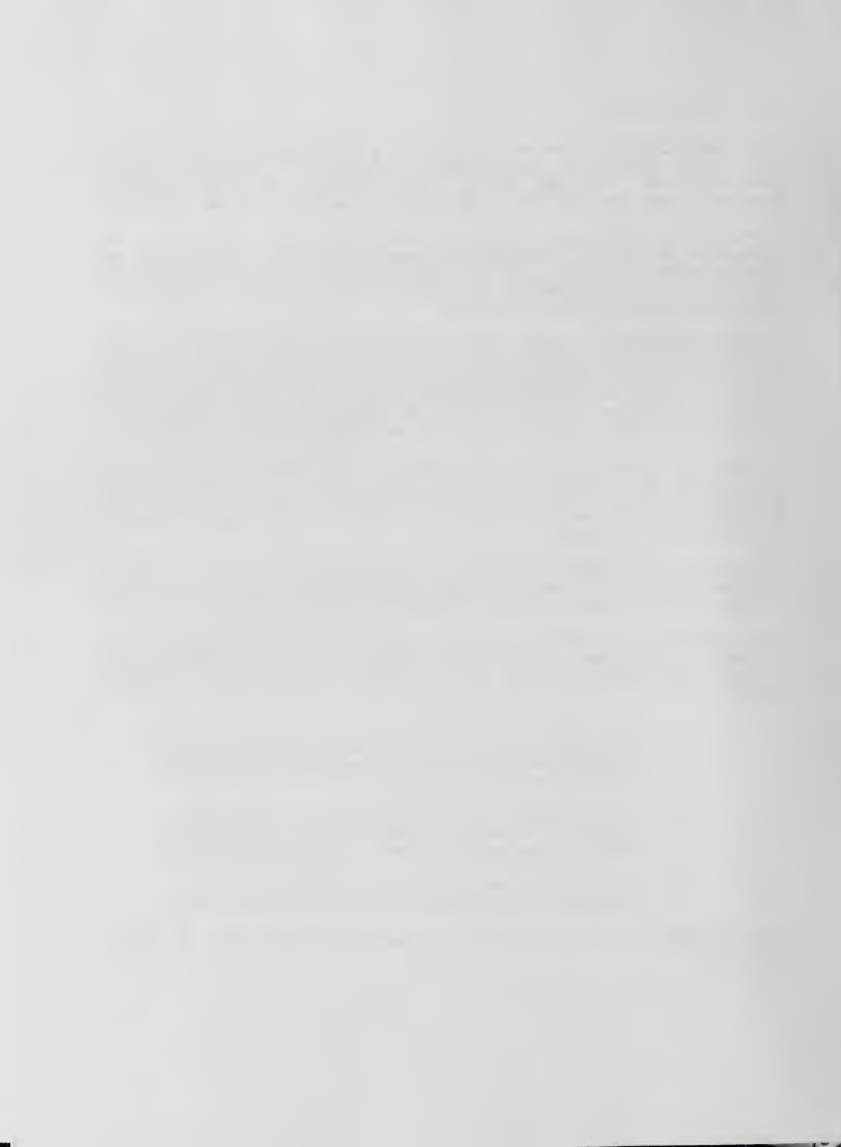
The purpose of acquisition is to develop a 330 stall public parking facility at 735 Vallejo Street with approximately 10,000 to 13,000 square feet of ground floor retail or community-use space. The proposed structure would include six levels of parking and ground floor commercial space.

Acquisition by eminent domain is recommended for this project because attempts to secure a negotiated purchase have reached an impasse and no other suitable sites exist in the area.

The purpose of the Hearing pursuant to the California Code of Civil Procedure, Sections 1240.030 and 1245.235 and the Streets and Highway Code Section 32950 is to consider, among other issues, whether:

1. The public interest and necessity require the project and acquisition of property identified as 735 Vallejo Street;
2. The project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury; and
3. The Parking Authority's acquisition of the property is necessary for the proposed project.

The remainder of this report will respond affirmatively to these questions.



II Background

The North Beach (NB) and Chinatown (CT) Neighborhood Commercial Districts (NCD's) are two of the City's oldest and most dynamic NCD's. Their importance to the overall economic viability of the City cannot be overstated. They are almost always among the top ten attractions of tourists and visitors, and serve as the cultural and economic "capital" for several hundred thousand Chinese-Americans and Italian-Americans throughout Northern California.

The two NCD's provide a strong tax base for the City, employment for thousands of people, consistently draw tourism that benefits the whole City, and are transition communities for recent immigrants. The CT NCD is roughly bounded by Bush, Powell, Broadway and Montgomery Streets. The neighboring NB NCD is roughly bounded by Broadway, Powell, Greenwich, and Grant with an extension along Columbus Avenue to Francisco Street.

Since they are contiguous NCD's and the proposed project is intended to serve both NCD's, many of the comments and references of this report will treat them as one large NCD.

* * * *

According to the "Neighborhood Parking Plan", a 1986 study of parking needs and recommendations prepared by the Department of City Planning¹, the two NCD's have a combined total of 1385 on street parking spaces with the following breakdown:

Metered	819
White	158
Yellow	330
Green	1
Blue	6
Un-metered	71
Total	<u>1,385</u>

There are three City-owned off-street parking facilities in the area, the Portsmouth Square Garage with a 504 stall capacity, the St. Mary's Square Garage with a 828 stall capacity and the Vallejo Street Garage with a 163 stall capacity.

¹ - Neighborhood Parking Plan 1986-1990
San Francisco Department of City Planning
April 1986



Demand for parking is consistently high in both NCD's where the intensity and variety of land uses and the hours of business operation tend to create acute competition for limited space throughout all hours of the day and all days of the week.

Peak demand is reached in NB during Friday nights where the on-street demand is as high as 39% above legal street capacity, even though yellow zones are available as legal spaces during this period.

Peak demand is reached in CT during Saturday afternoons where on-street demand is 22% over capacity.

This translates into 230 illegally parked cars in NB during Friday nights and in excess of 170 illegally parked cars on Saturday afternoons in Chinatown.

If the two areas are viewed as one large NCD, City Planning's study shows that Saturday legal on-street Parking capacity is exceeded by 380 vehicles. Aside from the obvious problems of inconvenience and frustration, this magnitude of excess parking demand raises serious issues of public safety. The public safety implications of fire engines or ambulances trying to thread their way through 380 double-parked or illegally-parked cars in the most densely populated area of the city is chilling indeed!

Off-Street parking conditions do not offer much encouragement, either. Off-Street stall occupancy in Chinatown was recorded at 93.8% of capacity but that is misleading since garage occupancy does not reflect demand. A garage with a queue line of 100 cars will show occupancy of less than 100% if even one stall is vacant. As turn-over occurs a garage will show a drop in occupancy regardless of how many cars are waiting to enter. In fact, the Portsmouth Square Garage routinely has a waiting queue line that extends for three(3) city blocks.

The city-owned garage located at 766 Vallejo (across from the subject property) has capacity problems similar to Portsmouth Square. Its limited capacity of 163 stalls is often filled by 10:00 a.m., with the resulting queue line contributing to congestion. The fact that queuing is prohibited along Vallejo Street explains in part why that garage doesn't have a longer, queue line. The proposed project, is, in one sense, a proposed expansion of 766 Vallejo.

St. Mary's Square Garage is an older garage with limits to its use as a self-park facility. Its self-park stalls are currently used to capacity on weekends and the rest of the facility can be turned over to self-park operations only with major physical plant and



operational changes. Its location on the southern edge of Chinatown would also not serve North Beach businesses.

The occupancy rate of off-street parking facilities in NB is 78% but, again, that is misleading. Many of the available spaces are north of the NCD's core, beyond easy walking distance from most of the shops and restaurants in the NCD. Others are priced to discourage patronage. Since the City does not regulate parking rates, these private off-street facilities cannot realistically be viewed as a reasonably-priced public parking alternative.

Improved enforcement of parking regulations and innovative measures such as the City's Park and Ride Program may contribute incrementally to the reduction of the 380 illegally parked vehicles, but it is unrealistic to expect significant and notable improvements without adding capacity. In addition, it is difficult to gauge the impact of such enforcement on the economic viability of the two NCD's, especially in light of current concerns stemming from the aftermath of the October 17, 1989 Loma Prieta Earthquake.

The need to add capacity was clearly stated in the Neighborhood Parking Plan of 1986. One of the key recommendations of that study was to construct a new off-street facility in the CT/NB area. Since 1986, the conditions have changed little, so the earlier recommendation remains a valid policy objective.

In fact, demand may have increased incrementally if the Parking Authority's recent inventory of commercial land use is reflective of actual needs and conditions.

Accurate and up to date land use data is difficult to come by. Information is not generally broken-out to correspond with the parking study area either. This report therefore relies heavily on the data base prepared by a neighborhood planning agency. This data base which covers land use in an area roughly bounded by Bush, Montgomery, Columbus, Vallejo and Powell Streets, was the foundation for our own field survey and covers most of the CT and NB NCD's.

In 1983, the Chinatown Resource Center's² survey of land use recorded 1139 non-residential commercial uses. In 1988 that figure was 1137. In July of 1990, Parking Authority staff and interns surveyed the same study area, using the Resource Center's data base, and identified 1207 non-residential, commercial uses.

² The Chinatown Resource Center is a non-profit organization located at 1525 Grant in San Francisco that conducts land use planning and analysis functions.



In spite of the fact that a recent news account³ hypothesizes that the CT NCD is on a decline, our findings indicate either marginal growth or a dynamic equilibrium. The Chronicle article suggests that because CT business volume (sales) is down and because Chinese economic activity is growing in other San Francisco and Bay Area locations, the CT NCD is beginning a downward spiral. While it cannot be argued that business volume is down in CT, it should also be noted that Chinese population growth outside of CT has been steady and substantial, thereby fueling Chinese economic growth outside of CT regardless of what happens in CT. The changes that are occurring, then, may be more a "shaking-out" process, than a long term trend of economic deterioration. Recent business closures, may in fact, only be evidence of an on-going process of turn-over.

A closer look at our most recent figures gives further indication of the need to provide additional parking capacity. In 1983, the Resource Center's survey indicated 180 eating, drinking, and bakery⁴ establishments in the study area. Our survey identified 191, a 6% increase, in this category of businesses that are among the greatest auto traffic generators.

Regardless of the proliferation of restaurants and other shops in the Inner Richmond, Sunset, etc, the best places (largest selection, freshest products) for fish, poultry, meats, and produce, are still considered to be in Chinatown. Our survey found that the number of businesses that sell these products increased from 26 in 1983 to 28 in 1988 and to 35 in 1990, representing a 35% increase in the number of businesses in this category. This category of business, in spite of its patronage by local residents is also a major auto traffic generator, since it attracts a large proportion, if not a majority of its patronage, from outside the CT/NB NCD.

A phenomenon that is more difficult to measure objectively is the proliferation of mini-malls. In short, this phenomenon is best described as a radical intensification of commercial land use, where a single purpose retail store may be sub-divided into four, five, or even nine or ten different retail uses. This process will increase dramatically the number of employees, patrons, and vehicles that will be drawn to a given location.

³ San Francisco Chronicle
July 16, 1990

⁴ The Parking Authority's analysis of land use information categorized bakeries with eating establishments because most bakeries included dining areas and/or draw patronage primarily from other parts of the city.

THE
JOURNAL
OF
THE
ROYAL
ANTHROPOLOGICAL
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PART I
1901

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The tracking of the mini-mall phenomenon is difficult at this time because land use data is usually broken out by block and lot, or by address. Since numerous business enterprises may share one lot or one address, many businesses in these mini-malls can go undetected. During our field survey we encountered many of these malls and find that they have contributed significantly to the increase in numbers of businesses between 1983 and 1990.

In a related development, the encroachment of the financial district from the South and the East presents another challenge to CT businesses. Even though zoning regulations in place severely restrict office commercial development, our survey found a steady increase in the number of professional offices within the survey area evidenced by a 57% increase from 1983 to the present. This figure would be much higher if property rezoned for high-rise office development (office-only buildings) is included.

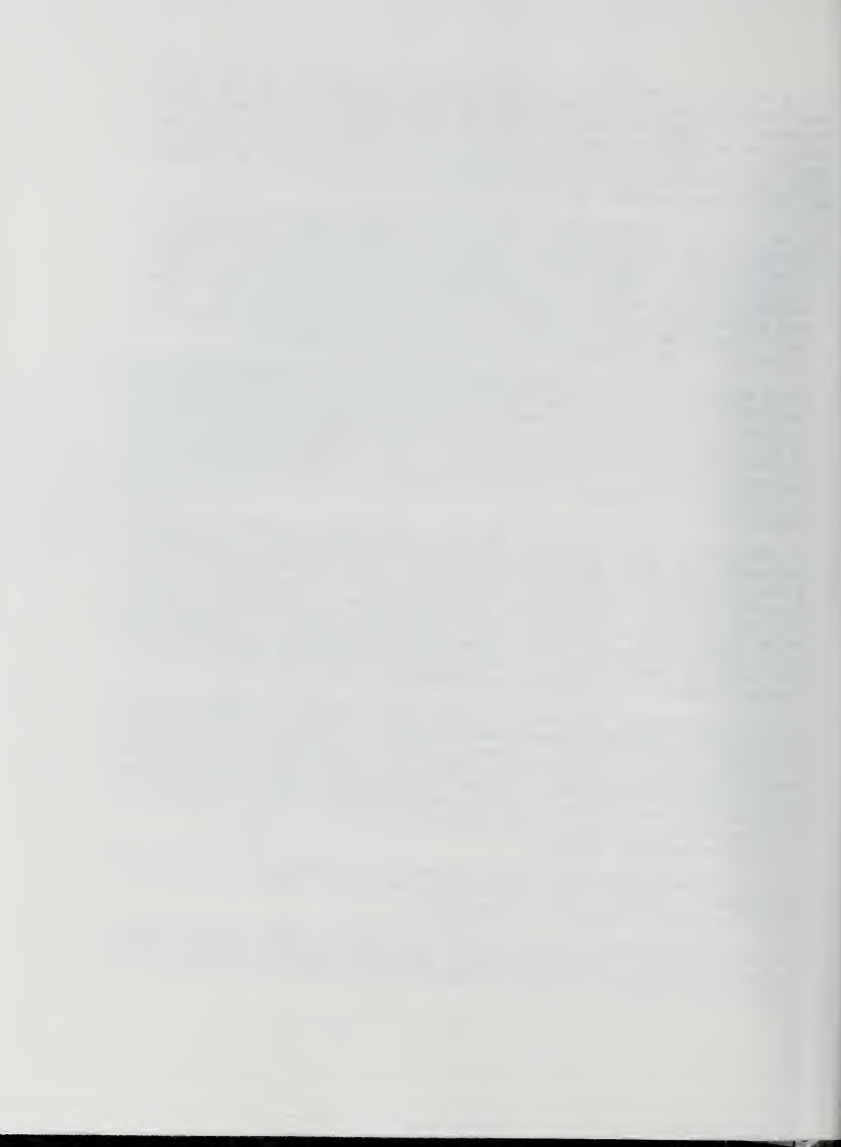
These developments, along with the findings and recommendations of the 1986 study, point emphatically to the need to increase capacity in order to maintain and promote economic viability in the CT NCD. In addition, the ability of the CT NCD to rebound from the impacts of the Loma Prieta Earthquake as well as to resist the subtle but consistent threat of encroachment from the financial district may be critically dependent on the provision of additional parking capacity.

It should be reiterated here that the Chinatown Resource Center's database, as well as our update of that database, includes a sizeable segment of the North Beach NCD. With the exception of the Resource Center's database, we are aware of no comprehensive and current land use information on North Beach businesses. Census data which dates back to the 1980 Census can no longer be considered accurate in view of the changes that have taken place in the last ten years. What is apparent through observation and the media, however, is a number of noteworthy developments.

NB is undergoing substantial land use changes. Many of the traditional neighborhood-oriented businesses such as pharmacies and hardware stores have given way to eating or drinking establishments, increasing the number of businesses that are prime auto traffic generators. Another recent phenomenon has witnessed the conversion of above-ground level housing into professional office space. This is yet another process that results in an increased parking demand.

A significant amount of the increase in professional office use alluded to in our field survey and Resource Center data, is in fact, north of Broadway in the NB NCD.

A third phenomenon is the effort to revitalize the Broadway strip, an area that has suffered steady decline since the topless night club rage reached its apex in the late seventies. It is difficult



to project the consequences of this "North Beach Renaissance" but if it is successful, parking demand can be expected to increase significantly.

The land-use changes that have evolved in NB, as in the case of CT, give clear indication that this is an area with need for additional parking capacity. The fact that both NCD's are experiencing a degree of transformation and change should not be viewed as business decline, and certainly not as rationale to suspend efforts to increase parking opportunities. Our update of land use information clearly shows steady or increasing demand.

In addition, with the land use changes that have occurred in both NCD's, the continued viability of all businesses may depend on availability of additional parking. Even though many of the City's zoning regulations are directed at the preservation of neighborhood-oriented businesses, secondary and tertiary businesses like print shops, plumbers, and accountants may not prosper if the auto-traffic generating businesses like restaurants and boutiques do not survive.

The CT/NB community has been steadfast in advocating for additional parking since before the 1986 study. They have intensified their advocacy, increasing the fervor of their plea in the aftermath of the Loma Prieta Earthquake, pointing to perceived parking and traffic problems as the greatest deterrent to potential patrons and the greatest obstacle to economic recovery or sustained viability. While the existence of CT/NB is not yet threatened, many individual businesses do feel that they are under siege.

The Chinese Chamber of Commerce has identified the development of a garage at 735 Vallejo Street as the top priority objective for City action. The North Beach Chamber of Commerce has also stated their strong support for this project along with the Chinatown Transportation Research and Improvement Project and the Stockton Street Merchants Association. City-wide organizations including the Council of District Merchants have also joined this chorus of support for the proposed project. Even the Telegraph Hill Dwellers Association, a residents organization dedicated to preserving the area's quality of life has indicated support for the garage while opposing any reserved monthly parking at the existing garage at 766 Vallejo.

In summary, our information suggests very strongly that reports on the demise of either NB or CT are premature or exaggerated and that a critical parking demand exists today as it did four years ago. There is widespread community support, from merchants and residents alike, to meet this demand. The inability to address this demand, may in fact, ultimately contribute substantially to the decline of two of the City's neighborhoods that are particularly rich in economic, cultural and historical significance.



The public interest and necessity clearly require the construction of a public parking facility to serve these two NCD's and the acquisition of the subject property is essential to the project. The Board of Supervisors of the City and County of San Francisco recognized this when they adopted Resolution No. 217-89 on March 29, 1989 "urging the Mayor to urge the Parking Authority to take all steps necessary to acquire and develop the property at the Southeast corner of Vallejo Street and Churchill Alley for a City parking facility".

III. Proposed Project Program and Design

The project is proposed for the best site available for the development of a public parking facility for these reasons:

- A) It is centrally located to serve both the CT and NB NCD's. Its location on Vallejo Street near Stockton Street straddles the two NCD's. It would provide easy access to patrons of both NB and CT.
- B) The existing use is parking, so the project is not appreciably changing land use patterns in the area.
- C) No neighborhood-oriented commercial enterprises are affected or displaced.
- D) No housing of any kind would be affected, destroyed or removed.
- E) Its location is across the street from an existing parking facility so that it would not have the problems of being identified and located.
- F) Its entrance and exit will be designed in such a way that it would not interfere with heavy traffic flows or the movement of Municipal Railway transit vehicles.
- G) No other site that meets these criteria has been found.

The current zoning of the site is for a 40 foot height limit and X-bulk restriction (no bulk restrictions). The Department of City Planning, in its review of Master Plan conformity and Environmental Review, has given indication that it will re-classify lots 22, 23 and 25 of Block 147 to a 65 foot height limit with N-bulk restrictions (may not exceed 50 feet in horizontal or 100 feet in diagonal length) upon approval of a proposed design.

Final Negative Declaration --- the determination that the proposed project will not have a significant effect on the environment -- was issued by the Planning Commission on July 14, 1988. Within a

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
505 EAST HALL
CHICAGO, ILL. 60637

TO: DR. J. H. HARRIS
1000 UNIVERSITY AVENUE
CHICAGO, ILL. 60607

FROM: DR. J. H. HARRIS
1000 UNIVERSITY AVENUE
CHICAGO, ILL. 60607

SUBJECT: RESEARCH ASSISTANT
RESEARCH ASSISTANT

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month, on August 11, 1988, the Planning Commission determined that the proposed project would be in conformity with the City's Master Plan.

A traffic analysis was conducted to measure potential impact on traffic flow in the surrounding intersections. The projected impacts showed that levels of service (volume vs. capacity) at all intersections were at an acceptable level. Only one intersection (Stockton and Broadway) showed any deterioration and that intersection still remained at an acceptable level of service. In point of fact, much, if not most, congestion is not caused by deterioration of levels of service but by double/illegal parking and turning conflicts.

The proposed project will, in all likelihood, serve to reduce congestion by reducing double/illegal parking and turning conflicts that result from vehicles circling the area looking for parking.

The proposed project would comply with Planning Code Section 101.1 (Proposition M Guidelines). The Director of Planning wrote to the Planning Commission on August 10, 1988 indicating the following:

- "1. The Project does not displace existing neighborhood-serving retail uses. No retail uses exist on the site; however, first floor retail uses are permitted on the property.
2. The project will not displace any housing.
3. The proposed purchase or lease will have no effect on the City's supply of affordable housing as the subject site is currently in use as a ground floor parking and two-story garage.
4. The subject purchase or lease of property would not impede Muni transit service or overburden the City's streets or neighborhood parking. The proposed use should greatly alleviate the neighborhood parking problem.
5. The subject purchase does not directly involve any commercial development. The proposed use does contribute to maintaining a broad economic base within the City.
6. The purchase of the subject property will not affect the City's preparedness for loss of life in an earthquake.



7. The subject property is occupied by a vacant lot and a two story structure which is not rated in the Department's 1976 City-wide Architectural Survey. The purchase or lease of the property would not leave an effect on historic buildings or landmarks.
8. The subject purchase or lease of the property would not adversely affect existing parks or open space. The proposed development of a garage, potentially could provide roof-top public open space, which would enhance the open space available to the District."

Project design at this juncture calls for developing a seven story structure with the ground level dedicated to commercial retail or community use space. The five floors above as well as the roof deck will house the ramps and stall space for 330 automobiles. All necessary office space, restrooms, elevators, storage, and electrical/mechanical/venting equipment and plumbing will be located in a manner that would maximize the use of the space "envelope".

This design will result in a net increase of parking on the subject property by 205 stalls. While 205 stalls will not entirely eliminate excess demand, it will reduce it by more than 53%. The ground floor commercial space will contribute to a more liveable environment and may potentially serve as needed community use space.

The design will incorporate elements recommended in the traffic analysis to mitigate traffic congestion and problems including the following:

- A) Interior queuing to minimize congestion caused by waiting autos.
- B) Reversible entry/exit gates to anticipate any one-way changes in traffic flows.
- C) Appropriate signage to indicate "full" garage and to discourage queuing.
- D) Directional signage to encourage use of Powell rather than Stockton Street, both to and from the garage.
- E) Design lower level(s) to accommodate delivery trucks.
- F) Consideration of a 4-way stop sign at Vallejo and Powell Streets to facilitate flow.
- G) Stepped-up enforcement to discourage double/illegal parking.



The negative declaration indicates that the Parking Authority will recommend that the existing garage at 766 Vallejo be operated to accommodate monthly and police parking. The Parking Authority intends to comply with the policy directions of the Planning Commission as appropriate but will raise with the Planning Commission several noteworthy points when conditional use review takes place:

- A) The San Francisco Police Department has indicated that they consider the current Central Station inadequate and beyond renovation and are searching for alternative sites to house Central Station. By the time that 735 Vallejo is completed, reserved police parking may no longer be an issue.
- B) The provision of monthly parking may go against the Planning Commission's own policies to discourage auto use and promote a transit first policy.
- C) Whether 766 Vallejo is dedicated to monthly or short term parking will not result in an appreciable difference in terms of impact or affect on the environment of the proposed project.
- D) The Parking Authority views the operation of all its facilities including those that may be at 735 and 766 Vallejo Streets to be subject to periodic review and adjustment, in order to maximize benefits to the community and to reflect changing community needs.

The guiding principle will be to view the operation of both facilities in a manner that will best serve the economic as well as quality of life needs of the community.

Another point raised in the environmental review process was the recommendation to explore the feasibility of developing affordable housing on the subject property. Discussions were held with City housing officials as well as a non-profit housing developer with the following conclusions:

- A) The top priority site for development of affordable housing in the CT/NB area at this time is the former site of the International Hotel. This site would allow substantially more units than at 735 Vallejo and would not compromise the feasibility of parking or housing development.
- B) A combination parking/housing project at 735 Vallejo will result in substantially higher costs per unit of housing and per stall of parking because a 65N district would be fairly restrictive.

Date	Time	Location	Weather	Remarks
1901	10:00	New York	Clear	Departed
1901	11:00	New York	Clear	Arrived
1901	12:00	New York	Clear	Departed
1901	13:00	New York	Clear	Arrived
1901	14:00	New York	Clear	Departed
1901	15:00	New York	Clear	Arrived
1901	16:00	New York	Clear	Departed
1901	17:00	New York	Clear	Arrived
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1901	20:00	New York	Clear	Departed
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1901	23:00	New York	Clear	Arrived
1901	24:00	New York	Clear	Departed
1901	25:00	New York	Clear	Arrived
1901	26:00	New York	Clear	Departed
1901	27:00	New York	Clear	Arrived
1901	28:00	New York	Clear	Departed
1901	29:00	New York	Clear	Arrived
1901	30:00	New York	Clear	Departed
1901	31:00	New York	Clear	Arrived
1901	32:00	New York	Clear	Departed
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1901	34:00	New York	Clear	Departed
1901	35:00	New York	Clear	Arrived
1901	36:00	New York	Clear	Departed
1901	37:00	New York	Clear	Arrived
1901	38:00	New York	Clear	Departed
1901	39:00	New York	Clear	Arrived
1901	40:00	New York	Clear	Departed
1901	41:00	New York	Clear	Arrived
1901	42:00	New York	Clear	Departed
1901	43:00	New York	Clear	Arrived
1901	44:00	New York	Clear	Departed
1901	45:00	New York	Clear	Arrived
1901	46:00	New York	Clear	Departed
1901	47:00	New York	Clear	Arrived
1901	48:00	New York	Clear	Departed

- C) Only minimal gains, if any, would be achieved in the area's parking supply if housing were included at 735 Vallejo.
- D) Timing is off; no housing developer is prepared to participate or has a proposal at this time. Delays for the garage would be inevitable, considerable, and costly.
- E) Environmental review, another process that would result in substantial delays, would have to be re-initiated.
- F) The Parking Authority is committed to assist and may be able to be more supportive of housing production on other sites such as the International Hotel site and 2450 California Street.

The need for affordable housing is undeniable but it does not appear that the subject property is a feasible site for a mixed-use housing, parking, and retail development. The development of a much-needed public parking facility, however, will contribute immensely to the liveability of this densely populated area.

The foregoing confirms that the project has been planned and located in a manner that will be most compatible with the greatest public good and least private injury. The Board of Supervisors appropriation of funds on May 17, 1989 to acquire the subject property concurs with this view.

IV. Efforts to Acquire Subject Site

The Parking Authority has, on a consistent basis, considered various properties throughout the City, to determine their suitability for parking facilities.

The City's Department of Real Estate has appraised the subject property at \$3,950,000.00 and negotiations with the owners' for purchase of the site have been unsuccessful.

Based on the developments to date, and with full consideration of substantial and continuing public need, staff concludes that the acquisition of the subject property by exercise of eminent domain is necessary and justified in order for the proposed project to go forward.



It is the staff's recommendation that the members of the Parking Authority adopt Parking Authority Resolution No. 1145, to acquire the property at 735 Vallejo Street, also described as assessor's Block 147 lots 23 and 25, by the exercise of eminent domain. The resolution also authorizes the City Attorney's Office to seek an order of immediate possession for the subject property.

If you have any questions please do not hesitate to give me a call at 554-9805.

Philip C. Chin



*Remarks Before the
PARKING AUTHORITY
concerning
735 Vallejo Street*

August 13, 1990

MR. CHAIRMAN, COMMISSIONERS,

I AM SIDNEY CHAN, THE CURRENT PRESIDENT OF THE CHINESE CHAMBER OF COMMERCE. THE CHINESE CHAMBER OF COMMERCE IS AN ORGANIZATION REPRESENTING HUNDREDS OF BUSINESSES IN THE GREATER CHINATOWN COMMUNITY.

WE HAVE WORKED IN CLOSE COOPERATION WITH THE CITY ON MANY DIFFERENT OCCASIONS, AND ON MANY DIFFERENT PROJECTS, THROUGHOUT THE PAST SEVERAL DECADES.

MOST RECENTLY, WE WORKED VERY CLOSELY WITH MR. CHIN AND MS. HORGAN OF YOUR ORGANIZATION TO INITIATE THE PARK AND RIDE SHUTTLE PROGRAM. BUT AS YOU MAY KNOW, EVEN A PROGRAM LIKE THE PARK AND RIDE WILL NOT SOLVE THIS COMMUNITY'S PARKING PROBLEMS.

OVER FOUR YEARS AGO, THE DEPARTMENT OF CITY PLANNING STUDIED THE PARKING PROBLEMS IN THIS COMMUNITY AND RECOMMENDED THAT A GARAGE BE BUILT. THE PLANNING DEPARTMENT CONCLUDED THAT THE ONLY WAY TO ADDRESS THE PARKING NEED FOR NEARLY FOUR HUNDRED CARS WAS TO BUILD A NEW GARAGE. IN 1987, THE VOTERS OF SAN FRANCISCO APPROVED PROPOSITION F, THAT AUTHORIZED THE CITY TO BUILD GARAGES IN HIGH



NEED AREAS OF THE CITY. CHINATOWN AND NORTH BEACH WERE NEAR THE TOP OF THAT LIST. SINCE 1987, NOT MUCH HAS HAPPENED TO ALLEVIATE THE PARKING PROBLEMS IN THIS PART OF THE CITY.

WHILE OUR PARKING NEEDS REMAINED A MAJOR CONCERN, THIS COMMUNITY WAS FURTHER DEVASTATED BY THE OCTOBER 17 EARTHQUAKE. SINCE THE EARTHQUAKE, AND THE CLOSURE OF THE EMBARCADERO FREEWAY, BUSINESSES HAVE BEEN UNDER SIEGE.

OUR PARKING NEEDS HAVE NOT GOTTEN ANY BETTER SINCE 1986, AND OUR COMMUNITY HAS SUFFERED TREMENDOUS ECONOMIC LOSS SINCE OCTOBER 17, 1989.

IN ORDER FOR THIS COMMUNITY TO REBOUND FROM THE EARTHQUAKE, AND IN ORDER FOR CHINATOWN'S BUSINESSES TO RETURN TO NORMAL, IT IS ESSENTIAL THAT ADDITIONAL PARKING BE PROVIDED IN THIS NEIGHBORHOOD.

WE HAVE FOLLOWED THE PROPOSED PROJECT OVER THE LAST SEVERAL YEARS AND WE HAVE SHARED THE FRUSTRATIONS OF OTHER COMMUNITIES WHO ARE FACING THIS CRITICAL PARKING NEED.

WE FULLY REALIZE THAT SITES ARE DIFFICULT TO FIND AND THAT THE COST OF LAND IN SAN FRANCISCO IS EXTREMELY HIGH. SINCE YOU HAVE IDENTIFIED A SITE THAT MEETS WITH APPROVAL OF THE PLANNING COMMISSION I URGE YOU TO GO FORWARD WITH YOUR PLANS.



WE KNOW THAT THE CITY MUST UNDERTAKE A DELIBERATE AND OFTEN TIME CONSUMING PROCESS, BUT WE FEEL THAT IT IS IMPORTANT TO TAKE ACTION NOW.

WE STRONGLY SUPPORT THE PROPOSAL TO ACQUIRE THE SITE AT 735 VALLEJO STREET AND CALL ON YOU TO ACT WITHOUT DELAY TO ACQUIRE THE SITE AND CONSTRUCT THE GARAGE.

THANK YOU FOR YOUR CONSIDERATION.

- END -



N I C O S +

North East
Medical Services

Independent
Practice Association

Chinese
Hospital

On Lok Senior
Health Services

Self-Help for
the Elderly

PLUS...

Chinese Community Health Plan/Health Center District 4/Chinatown-North Beach Clinical Services/Community Mental Health Services/Chinatown Child Development Center/Asian American Recovery Services/Commodore Stockton School

Members of the Parking Commission :

Good Evening. I'm Anni Chung, Executive Director of Self-Help for the Elderly. I'm here tonight to speak on behalf of a coalition of major health and social service providers in Chinatown and North Beach , called NICOSplus. I have a copy of this statement and a roster of all the members of NICOSplus to submit for the Commission's record tonight.

Our group is represented by NEMS, Chinese Community Health Care Ass'n, Chinese Community Health Plan , Chinese Hospital and its Medical Staff, On Lok Senior Health Services, Self-Help for the Elderly, Health Center District 4, Chinatown North Beach Community Mental Health Clinic, Chinatown Child Development Center and the Asian American Recovery Services. The Chinatown Resource Center and Asian Neighborhood Design are also members of our Chinatown Disaster Planning Project Steering Committee.

At our August Meeting, NICOSplus voted unanimously to support the Parking Authority 's efforts to acquire the Churchchill Alley site (753 Vallejo) by eminent domain in order to construct a public parking garage to serve the needs of the community.

As Healthcare and Social Service Providers, collectively NICOSplus serves tens of thousands of clients each year. Self-Help and On Lok are sponsors of senior housing projects within close proximity of the Churchchill site. Chinese Hospital, a few blocks away, has a dire need of additional parking for many years. The additional 330 slots will greatly relief the traffic congestion in the area, created by cars looking for parking . It is difficult to hold meetings in our community because our colleagues from agencies outside of Chinatown just cannot park anymore because the Portsmouth Square Garage is always full before noon , and the Vallejo Street Parking has long lines of cars waiting , particularly in the weekends. The additional garage will facilitate clients and visitors coming into the community agencies.

No one will resort to eminent domain unless it is the last resort. We strongly believe if eminent domain is the ONLY way to build an additional parking structure to alleviate the parking crisis for both Chinatown and North Beach, then the NICOSplus supports the Parking Authority in beginning the process, which will still take a long time to complete .

We would like to request the Commission to also consider limiting the additional slots to short term parkers only, so that the additional spaces will not be all locked-in for monthly parkers.

Traffic and parking affect the quality of life for residents of Chinatown, just like housing and open space. Our community is probably one of the remaining "High Need" neighborhood designated to get additional parking but still has not received it

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N I C O S +

North East
Medical Services

Independent
Practice Association

Chinese
Hospital

On Lok Senior
Health Services

Self-Help for
the Elderly

PLUS...

Chinese Community Health Plan/Health Center District 4/Chinatown-North Beach Clinical Services/Community Mental Health Services/Chinatown Child Development Center/Asian American Recovery Services/Commodore Stockton School

The sooner the Parking Authority moves to acquire a site for this purpose, the sooner the garage will be built.

It is a fact there is no ideal vacant lot in our community for community facilities such as housing, parks or parking. The famous Pine View Senior Housing project has to resort to air-rights above the Broadway tunnel, the major park at the Cathay Mortuary site took more than ten years to acquire, and work has yet to begin on that site.

If parking remains to be such a shortage, we will be turning away not only businesses and tourists, clients of social services agencies and hospitals, clinics, etc. and their families are also likely to be affected.

The Churchill Alley is ideal for the parking garage. I have served on committees that looked at that site for housing, neighborhood center, park and parking. After we explored the feasibility of the site for the first three options, and failed, I'm very excited that the last option is being explored right now and I cannot think of another better location to fit that purpose.

So as Self-Help's Director, and as NICOSplus Secretary, I'm here tonight to support your recommendation and urge you to put that plan together soon. You have the endorsement from a major contingent of organizations who provide a lot of services to people inside and outside of Chinatown and North Beach, and we think additional parking for the Churchill Alley is crucial and very much needed.

NICOSplus would be happy to work with your staff in your planning efforts in order to expedite the process and provide you input on the design of the structure so that it will enhance the safety of the residents living close by.

Submitted by Anni Chung
NICOSplus Secretary
(415) 982-9171

ROSTER OF NICOS +

NORTH EAST MEDICAL SERVICES

1520 Stockton Street
San Francisco, CA. 94133
Tel : 391-9686 Fax : 433-4726

CHINESE COMMUNITY HEALTH CARE ASSN.

835 Jackson Street
San Francisco, CA. 94133
Tel. : 677-2387 Fax : 677-2488

CHINESE COMMUNITY HEALTH PLAN

835 Jackson Street
San Francisco, CA. 94133
Tel : 677-2386 Fax : 677-2488

CHINESE HOSPITAL

835 Jackson Street
San Francisco, CA. 94133
Tel : 677-2499 Fax : 677-2488

CHINESE HOSPITAL MEDICAL STAFF

835 Jackson Street
San Francisco, CA. 94133
Tel : 982-2400 Fax : 677-2488

ON LOK SENIOR HEALTH SERVICES

1441 Powell Street
San Francisco, CA. 94133
Tel : 989-2578 Fax : 989-6841

SELF-HELP FOR THE ELDERLY

445 Grant Ave.
San Francisco, CA. 94108
Tel : 982-9171 Fax : 391-0460

HEALTH CENTER DISTRICT 4

1490 Mason Street
San Francisco, CA. 94133
Tel : 558-2441

CHINATOWN/NORTH BEACH CLINICAL

SERVICES-COMMUNITY MENTAL HEALTH
1548 Stockton Street
San Francisco, CA. 94133
Tel : 398-0981

CHINATOWN CHILD DEVELOPMENT CENTER

Community Mental Health
615 Grant Ave. 2/F & 5/F
San Francisco, CA. 94108
Tel : 392-4453

ASIAN AMERICAN RECOVERY SERVICES

300 4th Street
San Francisco, CA. 94107
Tel : 896-5213 Fax : 541-9986

1990 NICOS+ Officers:

Chairman - Dr. Edward Chow
Secretary - Anni Chung
Legislative Liaison - Jennie Chin Hansen

* (revised on 7-13-90)

Sophie Wong, Executive Director
Linda Yu Bien, Asst. Director

Dr. Winchell Quock, President
Dr. Edward Chow, Executive Director

K.C. Wong, Administrator
Dr. Edward Chow, Medical Director

Susan Hunsaker, Administrator
Greg Partamian, CFO

Dr. Collin Quock, Chief of Staff
Dr. Randall Low, Secretary /Treasurer

Marie-Louise Ansak, Executive Director
Jennie Chin Hansen, Director
David Nolan, Development Officer

Anni Chung, Executive Director
Marilyn Baker-Venturini, HomeCare
Administrator

Mary Wong, District Health Officer
Nancy Lew, Supv. Public Health Nurse
Dr. Wally Lim, District Medical Director

Wilma Louie, Program Director

Sai-Ling Chan-Sew, Program Director

Dr. Davis Ja , Executive Director

**** Earthquake Project ** :**

Sue Eisenberg , Project Planner
111 Pine Street , SF. CA. 94104
362-8150 Fax : 956-2937
Melanie Young , Planning Coordinator
Chinatown Resource Center
1525 Grant Ave. SF. CA. 94133
984-1459 Fax : 362-7992
Lorraine Lowe , Program Director
Housing Advisory Center
Asian Neighborhood Design
80 Fresno Street , SF. CA. 94133
982-2959 Fax : 296-9066



Commissioner Grosboll asked for a brief outline from Mr. P. Chin or Mr. Quinn, Department of Real Estate, of how the decision was reached to acquire this particular property. Mr. Chin stated there are very few available parcels in the Chinatown/North Beach area. There was also the question of land use; this particular parcel is already used as a parking garage, therefore land use would be unchanged and meets with Planning Commission approval. The parcel is also large enough for a multi-story structure and located between the two districts so one garage can serve two commercial districts.

Mr. Quinn reiterated Mr. P. Chin's statement and further stated that in 1982-83 a site analysis was conducted and only two sites were feasible; Churchill Alley and Daphne Funeral Parlor. Because of location and no change in land use, Churchill Alley was selected. In 1983 the owners were approached to lease the property; in 1988 the Parking Authority requested the Department of Real Estate to purchase the property.

Commissioner A. Chin inquired if there were any other City owned parking facilities in the corridor north of Broadway to Filbert other than the Vallejo Street site. Mr. P. Chin advised that there were no City owned facilities. There are several privately owned facilities, however the City has no authority over the rates they charge and they potentially would serve only the businesses at the north end of the North Beach commercial district; they would not serve Chinatown.

PUBLIC COMMENT

The Chairman invited Robert Podesta, owner of 735 Vallejo Street, or his representative to share their concerns and comments.

Mr. Podesta stated that his attorney was out of town and asked to reserve his right to speak.

* * * *

The Chairman invited other members of the public to speak.

Mr. Sidney Chan, President of the Chinese Chamber of Commerce, representing hundreds of businesses in Chinatown, noted their close cooperation with the City in establishing programs, most recently the Park and Ride Program. Mr. Chan stated that Park and Ride will not solve the parking problem in the community. Over four years ago City Planning conducted a study of the parking problem and recommended building a garage to house 400 vehicles. In 1987 the voters of San Francisco approved Proposition F which authorized the City to build garages in high need areas. Chinatown and North Beach were near the top of that list, however, not much has happened to alleviate the parking problem since 1987. As a site has now been identified that meets with approval of the Planning Commission, Mr. Chan urged the Commission to go forth and acquire the site located at 735 Vallejo Street to construct a garage.

Mr. Steve Cornell, President, Council of District Merchants, stated that his organization represents thirty-three merchant associations. Parking is one of their main concerns; lack of parking has a definite affect on business. The Council of District Merchants strongly supports acquisition of this property for construction of a parking garage.

Ms. Enid Lim, Chinatown T.R.I.P., noted the terrible congestion in the Chinatown area. There are over 15,000 elderly residents and illegally parked vehicles create a hazard. Further, over 3,000,000 people visit San Francisco each year and three out of four visit Chinatown, roughly 50,000 per day. Streets are narrow and most buildings were constructed prior to the requirement for off-street parking. Chinatown fully supports the transit first policy, Chinatown having the greatest number of transit riders. She noted that 86% of the residents of Chinatown don't own cars. Chinatown T.R.I.P. supports the acquisition of 735 Vallejo Street. There would be no displacement of residents and the retail space planned for the ground level of the structure could be utilized for community services.

Ms. Marsha Garland, Director, North Beach Chamber of Commerce and Counsel to North Beach Neighbors, stated she fully endorsed everything expressed by Enid Lim. As Executive Director of the North Beach Chamber she has found that lack of parking is often the reason cited by businesses as the reason for leaving the area. Ms. Garland expressed support for the acquisition of 735 Vallejo Street for the purpose of building a parking garage.



Mr. George Woo, Executive Director, Chinese Six Companies, representing all the family associations in Chinatown, stated that for economic reasons and the well-being of residents more parking is needed. Chinatown is densely populated and the streets are narrow. Illegally parked vehicles make it nearly impossible for emergency vehicles to get through. Mr. Woo cited a case where an ambulance was unable to get through to a stricken resident. Mr. Woo wholeheartedly supports the acquisition of 735 Vallejo Street for a garage.

Mr. Walter Pastore, property owner, business owner and resident of North Beach, cited a desperate need for more parking. He also cited the grave situation created by illegally parked vehicles with respect to emergency equipment. Mr. Pastore strongly endorses the acquisition of 735 Vallejo Street.

Reverend Norman Fong, Chinatown Resource Center, stated his endorsement for the acquisition of 735 Vallejo Street. Reverend Fong also stated that it is now necessary for churches to look at the parking situation near their locations. Reverend Fong also endorsed the use of the lower level retail space of 735 Vallejo for community facilities or job training centers.

Mr. Jerry Dalbozzo, business owner and resident of North Beach, expressed concern for the parking situation; lack of parking being a deterrent to business in the area. Mr. Dalbozzo urged the Commission to acquire 735 Vallejo Street for parking purposes.

Ms. Annie Chung, Executive Director of Self-Help for the Elderly and representing NICOS Plus. Ms. Chung cited difficulty for health care and social service providers to meet in Chinatown as the Portsmouth Square Garage is always full before noon and the Vallejo Street garage has long lines, particularly on weekends. The additional garage will facilitate clients and visitors coming into the community agencies. She also requested the Commission consider limiting the additional parking spaces to short term parking only. Ms. Chung stated that at their August Meeting, NICOS Plus voted unanimously to support the Parking Authority's efforts to acquire the Churchill Alley site (735 Vallejo) by eminent domain in order to construct a public parking garage to serve the needs of the community.

Mr. Burton Lee, President of the Stockton Street Merchants Association, asked the Commission to go ahead with the acquisition of 735 Vallejo Street. Mr. Lee cited the instances of jammed traffic, particularly at lunch time and on weekends.

Ms. Yvonne Lee, Chinese American Citizens Alliance, stressed the need for parks and community space in the area. Ms. Lee stated that the population has doubled in Chinatown in ten years, mainly immigrant, and there is no where to expand community services. Ms. Lee stated that the acquisition of 735 Vallejo Street would allow the City to meet parking needs as well as offer low-cost community space on the lower floor.

Ms. Nancy Katz, Telegraph Hill Dwellers, stated they heartily endorse the acquisition of 735 Vallejo for a parking garage. Ms. Katz expressed one concern, retention of 766 Vallejo as short term, full time parking. She asked for a public declaration to keep 766 Vallejo Street for short term transient parking.

Ms. Terry Ow-Wing, Committee for Better Parks and Recreation in Chinatown, expressed the need for more open space in Chinatown and improving St. Mary's Square. Ms. Ow-Wing supports the acquisition of 735 Vallejo for parking purposes as it is not a feasible location for a park.

Officer John Meek, San Francisco Police Department, representing Captain Arnold, Central Police Station, cited the problems with 766 Vallejo being such a small parking facility. The street is narrow and cars line up, with people honking, and yelling. It is often necessary for officers to come out of Central Police Station to prevent fights amongst those waiting for space at 766 Vallejo. The San Francisco Police Department endorses the acquisition of 735 Vallejo Street for construction of a parking garage.

Mr. Paul Wilcox-Baker expressed his concern that the hearing was poorly publicized; no publicity on transit vehicles. Mr. Wilcox-Baker felt construction of the garage would increase congestion. He felt we should be encouraging public transit and not constructing a new garage. He expressed his concerns of increased pollution and loss of property taxes.

Mr. Luciano Repetto, President, North Beach Chamber of Commerce, stated with the challenge of the coming century we must grow and compete. He cited staggering losses in the North Beach area since the October 1989 earthquake. Mr. Repetto urged the Commission not to procrastinate and acquire the Vallejo Street property for the common good.



Mr. Ray Barrone, lessee of 735 Vallejo Street, stated business is one-third down and he has never refused anyone parking as the garage is never full. Mr. Barrone believes the reduction in business is due to freeway problems, not lack of parking. He opposes the acquisition of 735 Vallejo Street.

The Chairman asked Mr. Podesta, owner of 735 Vallejo Street, if he wished to comment at this time. Mr. Podesta stated no, however requested the minutes of the hearing and/or the tape recordings be provided him at his own expense.

* * * *

The City Attorney gave a summary of the substance of Resolution 1145, Authorizing Acquisition of Lots 23 and 25 of Assessor's Block 147 by Eminent Domain for a Public Off-Street Parking Facility, the cost of the property not to exceed \$3,950,000.

On motion of Commissioner A. Chin, seconded by Commissioner Quaranta, Resolution #1145 was formally brought before the Parking Authority.

* * * *

Commissioner Grosboll asked if further negotiation would encourage the owner to sell. Mr. Quinn advised that negotiations have been underway since July of 1988 and they have reached an impasse. Commissioner Grosboll asked if the difficulties were strictly a matter of money. Mr. Quinn stated that was correct.

Commissioner A. Chin stated he wished to add some responses to comments made by individuals. Everyone has concerns with the vitality of the neighborhood. There are concerns with many policies, including spending money, however the focal point of the Commission is to look at the parking and traffic issue. Commissioner A. Chin was particularly struck by the comments of three individuals concerning utilizing the retail space for service organizations to assist both the Chinatown and North Beach neighborhoods. Commissioner A. Chin stated he is very sensitive to displacing a business owner, but one would have to balance displacement of one individual as opposed to many. Something that has not been discussed, but could be, is getting a private operator such as the prevent operator to facilitate operation of the new structure.



Commissioner Grosboll expressed his respect for the one individual in the room who spoke out against acquisition of the property for a parking facility. He expressed his feelings concerning the seriousness of eminent domain, but felt the seriousness was lessened by the fact that there would be no displacement of housing or similar type uses. He commented on the impressive diversity of the support expressed from businesses, a civil rights group, several social service agencies, business owners from throughout Chinatown and North Beach and by the transit organization T.R.I.P. He stated that over the next few years we would look to more enforcement in this area and merchants and businesses would be asked to promote the transit first policy. Relative to a comment on monthly parking, Commissioner Grosboll stated it was not his position to support monthly parking and the Commission has gone on record for the past six months against monthly parking as that goes against the transit first policy.

* * * *

Commissioner Melara called for the question.

The Chairman summarized Resolution #1145, to Authorize the Acquisition of Block 147, Lots 23 and 25 by Eminent Domain, and to Authorize Requesting an Order of Immediate Possession.

On motion of Commissioner Melara, seconded by Commissioner Quaranta, Resolution #1145 was adopted.

VOTE: Ayes - Members Chin, Grosboll, Melara, Quaranta, and Singh.

ADJOURNMENT

Thereupon the meeting was adjourned at 8:58 p.m.

Respectfully submitted,



Phil Chin
Director



